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## PORT OF HILO.

Number of vessels inspected.....	5
Number of passengers inspected.....	18
Number of crew inspected .....	60
Vessels remanded.....	0

## PORT OF KAHULUI.

Number of vessels inspected.....	5
Number of passengers inspected.....	0
Number of crew inspected.....	63
Vessels remanded.....	0

## PORT OF KIHAI.

Number of vessels inspected.....	0
Number of passengers inspected.....	0
Number of crew inspected.....	0
Vessels remanded.....	0

## PORT OF LAHAINA.

Number of vessels inspected..	1
Number of passengers inspected.....	0
Number of crew inspected.....	13
Vessels remanded.....	0

## PORT OF KOLOA.

Number of vessels inspected.....	0
Number of passengers inspected.....	0
Number of crew inspected .....	0
Vessels remanded.....	0

Respectfully,

L. E. COFER,  
*Passed Assistant Surgeon, U. S. M. H. S.,  
 Chief Quarantine Officer, Hawaii.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

## ITALY.

*Report from Naples.*

NAPLES, ITALY, *February 10, 1902.*

SIR: I have the honor to report that for the week ended February 8, 1902, the following ships were inspected at Naples:

February 5, the steamship *Sicilia*, of the Hamburg-American Line, bound with passengers and cargo for New York. There were inspected and passed 502 steerage passengers and 35 pieces of large baggage. Eight hundred and fifty pieces of baggage were disinfected by steam.

February 5, the steamship *Citta di Milano*, of the Veloce Line, bound with passengers and cargo for New York. There were inspected and passed 566 steerage passengers and 36 pieces of large baggage. Nine hundred and fifty pieces of baggage were disinfected by steam.

February 6, the Italian bark *Antonio d' Abundo*, bound with cargo for New York.

February 6, the steamship *Kaeserin Maria Theresia*, of the North German Lloyd Steamship Company, bound with passengers and cargo for New York. There were inspected and passed 599 steerage passengers and 70 pieces of large baggage. Eight hundred and fifty pieces of baggage were disinfected by steam.

February 6, the steamship *Patria*, of the Fabre Line, bound with passengers and cargo for New York. There were inspected and passed 588

steerage passengers and 75 pieces of large baggage. Nine hundred pieces of baggage were disinfected by steam.

*Smallpox at Naples.*

During the week ended February 8, 1902, there were officially reported at Naples 11 cases of smallpox with no deaths.

*Plague in Egypt.*

During the week ended February 4, 1902, there were 14 new cases of plague with 10 deaths in Egypt. The cases were chiefly at Tanta. Since the outbreak of the epidemic, April 7, 1901, there have been in Egypt a total of 278 cases of plague, resulting in 163 deaths.

*Plague in China.*

A sanitary ordinance issued at Rome declares Newchang, China, infected with bubonic plague. Arrivals from this place and also from Scianhaikuan are subject to the usual Italian restrictions.

Respectfully,

J. M. EAGER,

*Passed Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,

*U. S. Marine-Hospital Service.*

*Proposed Government control of the sale of quinine in Italy.*

NAPLES, ITALY, *February 12, 1902.*

SIR: I have the honor to submit the following report:

There is at present an interesting project of law before the Italian Parliament to give the Government control of the sale of quinine in the Kingdom. The design has hygienic bearings. One of the most noticeable street signs in Italian cities is that of "Salt and Tobacco." The sign carrying also the Government arms is placed above the doors of shops where all the commercial forms of salt and tobacco are sold at retail. At restaurants when a customer wishes to buy cigars or cigarettes it is necessary to send out a messenger to a neighboring official store. A tray containing an assortment of these articles is brought in by an agent. A slight advance in the established price is customarily charged when the goods are dispensed outside the ordinary place of sale. Now it is proposed to include quinine with tobacco and salt, and should the project become a law, as seems probable, it will not be possible to buy the drug elsewhere than at the official dispensaries.

There has been of late a considerable propaganda in the journals, both medical and lay, impressing the prophylactic value of cinchona derivatives in malarial sections. The desolation which has for many years past spread itself over large territories otherwise productive, but notably malarious, has given great popular interest to all measures designed to restore to prosperity the afflicted regions. The designs to restore the Roman Campana from the utter waste that has reigned there for centuries are cases in point.

In a communication made to the Marine-Hospital Bureau last year, I described certain measures of railroad hygiene that have been enforced on lines running through paludal portions of Italy, and at stations situated in places rendered almost uninhabitable by malaria. The regulations of the Italian railroads, which are owned by the Government but leased to private corporations, require all employees who, in the pursuit of their occupation are exposed to malaria, to take a prescribed quantity